

## CHAPTER 211. CONDUCT AN ACCIDENT INVESTIGATION

### SECTION 1. BACKGROUND

#### 1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.

*A. Maintenance:* 3702/3703

*B. Avionics:* 5702/5703

**3. OBJECTIVE.** This chapter provides guidance for conducting an accident investigation in accordance with FAA Order 8020.11, Aircraft Accident and Incident Notification, Investigation, and Reporting, current edition.

#### 5. GENERAL.

*A.* Since this order does not supersede FAA Order 8020.11, it is recommended that both orders be used during the aircraft accident investigation.

*B. Pre-Accident Plan.* Each Flight Standards District Office (FSDO), should have a pre-accident plan that is tailored to that office's specific requirements (geographic location, climate, staffing, resources, etc.). The success of an accident investigation often depends on how well the pre-accident plan is kept current, rehearsed, and carried out.

#### 7. RESPONSIBILITIES.

*A. Federal Aviation Administration (FAA) Responsibilities.* FAA accident investigation responsibilities include the following:

(1) Ensuring the following:

(a) That all facts and circumstances leading to the accident are recorded and evaluated; and

(b) That actions are taken to prevent similar accidents in the future.

(2) Determining the following:

(a) If there was a violation of the Title 14 of the Code of Federal Regulations (14 CFR);

(b) If the performance of FAA facilities or functions was a factor;

(c) If the performance of non-FAA owned and operated Air Traffic Control (ATC) facilities or navigational aids was a factor;

(d) If the airworthiness of U.S.-certificated aircraft was a factor;

(e) If the competency of U.S.-certified airmen, air agencies, commercial operators, air carriers, or airports was a factor;

(f) If the regulations were adequate;

(g) If the airport certification safety standards or operations were involved;

(h) If the air carrier/airport security standards or operations were involved; and

(i) If airmen medical qualifications were involved.

*B.* The FAA will conduct and submit factual reports of the investigation to the National Transportation Safety Board (NTSB) on accidents delegated to the FAA by the NTSB. This delegation of certain NTSB accident investigation responsibilities is exercised under § 304(a)(1) of the Independent Safety Board Act of 1974.

(1) The FAA is obligated to supply all resources essential to producing aircraft accident reports, (manpower, travel, inspection, testing, wreckage recovery, security guards, etc.)

(2) Regional Flight Standards Division managers or their delegated representatives are authorized to order such services and commit the funds for these activities.

*C.* The authority to conduct autopsies and tests of the remains of persons aboard the aircraft at the time of the accident may be delegated by the Administrator to a medically-qualified official or medically-qualified employee of the FAA. Designated aviation medical examiners are not deemed to be officials or employees for this purpose.

*D. FAA and NTSB Investigation Agreements.* NTSB and FAA agreements for accident investigations are found in FAA Order 8020.11.

*E. Regional Divisions and Branches in Aircraft Accident Investigations.* In order to meet agency requirements, other FAA personnel may be required to participate in an accident investigation. In these situations, a representative is designated to coordinate the division/branch responsibilities and provide assistance and required reports to the FAA investigator-in-charge (IIC).

*F. FAA IIC's Responsibilities.* The FAA shall at all times have an IIC designated as its principal representative. The designation of the IIC constitutes that person's authority to procure and use the services of all needed FAA personnel, facilities, equipment, and records.

(1) *General Responsibilities.* The FAA IIC directs and controls all FAA participation in the investigation until the accident investigation is complete. During the assignment as FAA IIC, responsibility is direct to the Associate Administrator of Aviation Safety, ASF-1, through the Manager of the Accident Investigation Division, AAI-100.

(2) *NTSB-Conducted Accident Investigation.*

(a) The FAA IIC is under the control and direction of the NTSB IIC. If the FAA is the first to arrive at the accident site, then the FAA representative is in charge until the NTSB arrives.

(b) The FAA IIC will be the point of contact for any information that the NTSB makes available to be used for necessary corrective action, to include the following:

- Documents
- Any other evidence obtained and developed during the investigation
- Any tentative recommendations

(3) *FAA-Delegated Accident Investigations.* When accident investigations are delegated to the FAA by the NTSB, the FAA IIC becomes an authorized representative of the NTSB. This includes all of the investigative authority prescribed in the applicable NTSB regulations. Refer to FAA Order 8020.11.

**NOTE: All further references in this Section to the IIC will be referring to the FAA IIC.**

*G. FAA Participant Responsibilities.*

(1) Participants are responsible to the IIC in all matters related to the investigation, to include obtaining consent before doing the following:

- (a) Withdrawing from the investigation;
- (b) Submitting requested reports; and
- (c) Supplying information or reports to any person outside their assigned group.

(2) Personnel representing the FAA organizational element authorized access to the accident scene are subject to the requirements of the above paragraph. These personnel shall provide the IIC with reproducible copies of all reports that they have prepared or received during the investigation.

(3) FAA personnel not specifically assigned as participants or support personnel are not permitted at the scene of an accident without the knowledge and consent of the IIC.

*H. Other Agency or Organizational Responsibilities.* Detailed responsibilities for other agencies or organizations can be found in FAA Order 8020.11.

## 9. TYPES OF AIRCRAFT ACCIDENT INVESTIGATIONS.

### *A. Military Accident Investigations.*

(1) A “function of the FAA” is defined as involvement of the following:

- (a) An FAA employee or designee;
- (b) An FAA facility;
- (c) FAA procedures, directives, or publications;
- (d) An FAA-certificated civilian airman;
- (e) An FAA-certificated joint use airport;
- (f) An aircraft and/or equipment common to both civil and military aviation; and
- (g) Common interest environmental factors.

(2) When a “function of the FAA” is involved, participation in military accident investigations is provided for by Title 49 of the United States Code (49 U.S.C.). For information on procedures, see Armed Forces Regulations/Department of Transportation (DOT) Order AFR 127-11.

(3) The military commander-in-charge of the investigation is responsible for making a determination of FAA involvement and will include this in the notification to the FAA.

(4) In a military aircraft accident (mishap) in which a mutual interest exists but no FAA function is or may be involved, the FAA can request to participate in the investigation. Requests for participation shall be forwarded to the appropriate military safety center, following coordination with the Accident Investigation Division, AAI-100.

### *B. Agricultural Aircraft Accident Investigation.*

(1) The IIC should use extreme caution when arriving at an accident site in which an agricultural aircraft is involved, as the site may be contaminated with hazardous chemicals or “economic poisons.” If this is the case, protective clothing or other appropriate cautions may be required during the investigation.

(2) If there is any question as to what type of substance is on board the aircraft, the IIC should make every attempt to contact the operator to identify the substance and determine whether there are any associated risks before allowing anyone on the site.

### *C. Foreign Accidents.*

(1) When U.S.-registered or U.S.-manufactured aircraft are involved in an accident/incident in a foreign country, they will be investigated in accordance with FAA Order 8020.11.

(2) When foreign-registered aircraft are involved in an accident/incident in the U.S., that accident/incident will

be handled the same as a U.S. civil aircraft accident/incident investigation.

*D. Ultralight Vehicle Accidents.* Even though the FAA does not get involved in an ultralight accident investigation, it is the IIC's responsibility to determine if there was a violation of the regulations. The initial telephone notification should have sufficient information for the IIC to determine if an on-site investigation is required to investigate a possible violation. If necessary, refer to 14 CFR part 103.

*E. Public Use Aircraft.* For accident investigations of public use aircraft, refer to FAA Order 8020.11.

## 11. POST-NOTIFICATION ACTIVITIES.

*A. Delegated Investigation.* Certain steps have to be taken to initiate FAA delegated investigations. The facilities of the Regional Operations Center (ROC) can be used to establish the necessary contacts and coordination with the following:

(1) Law enforcement or airport authorities for the following:

- (a) Wreckage and site security;
- (b) Information on accessibility of the accident site and environmental conditions; and
- (c) Arrangements for local travel to the site, etc.

(2) Coroner or nearest Aviation Medical Examiner (AME), for arrangements for proper autopsies and toxicological tests, etc.

(3) Manufacturer, operator, or owner for specific assistance, such as documents, certificates, data, etc.

(4) Flight Service Station (FSS), Air Traffic Center, and tower facilities for the following:

- (a) Preliminary information on flight plan and pilot's intent;
- (b) Radio communications; and
- (c) Flight progress reports, etc.

(5) National Weather Service, FAA facilities, or certified observers for relevant weather information.

### *B. Office Coordination.*

(1) Coordination will be necessary to ensure that response time to an accident investigation is as brief as possible.

(2) Coordination should be established to give local authorities the name of the IIC and the expected time of arrival. Before departing, the IIC should designate an initial

contact point to which messages can be sent during the transient status.

*C. Investigation Equipment.* The diversity of aircraft accidents makes it difficult to have all the necessary equipment available. Certain items commonly used in every investigation should be kept in readiness. Each office must develop its own requirements. Further details are provided in FAA Order 8020.11.

*D. Safety at the Site.* This is an area of vital importance and needs to be addressed by the IIC when planning the investigation. Aspects to be considered include both inspector and bystander safety.

(1) Some items to be considered by the IIC include the following:

- (a) Shifting wreckage on steep slopes or in deep snow;
- (b) Pressurized systems and components, including hydraulic, pneumatic, and oxygen systems;
- (c) Blowout (explosion) of damaged landing gear tires;
- (d) Ejection seat cartridges in military or ex-military aircraft;
- (e) Loaded weapons, such as when law enforcement agencies or hunters were known to be aboard;
- (f) Electrically charged wreckage;
- (g) Weak ice when wreckage is located on ice;
- (h) Reactions of toxic agents present in a fire; and
- (i) Hazardous agricultural chemicals.

(2) Some actions to be considered by the IIC include the following:

- (a) Wearing gloves when handling wreckage and using hard hats when working inside or under wreckage.
- (b) Delaying the handling of wreckage if there is any reason to suspect the presence of hazardous cargo, including radioactive materials or chemicals, until the necessary checks have been made and the site has been declared safe.
- (c) Taking into account the advice of local experts such as forest rangers, mountain rescue teams, surveyors, and law enforcement personnel as to the type of protection and precautions needed in certain terrain.
- (d) Providing for first aid, shelter, food, water, and fuel due to unexpected weather or equipment failures that may isolate the investigational team in remote areas.
- (e) Setting up a communications system for the logging-in and logging-out of personnel operating in remote areas.

(f) Controlling access to the site to ensure bystander safety.

*E. Accident Site Preservation.* Preservation of the accident site is of primary importance to a successful accident investigation. Removal of survivors and victims, fire fighting, and removal of hazardous materials can damage the accident site, but may be necessary before the start of the investigation. The IIC is responsible for securing the site to ensure preservation.

*F. Rotorcraft Wreckage Considerations.* The IIC should be aware that the investigation of a rotorcraft accident may present problems that would not be encountered in an airplane accident investigation. When the IIC is not thoroughly familiar with rotorcraft engineering and aerodynamics, assistance should be requested. Some unique considerations include the following:

(1) Rotating components that separate in flight, may produce unpredictable scatter patterns, while the heavy items in single-rotor rotorcraft tend to be clustered together around and beneath the mast.

(2) In general, a rotorcraft is very intolerant of mechanical and maintenance deficiencies and operations outside of its performance envelope.

*G. Witness Statements.*

(1) If a violation is suspected there are additional requirements for the handling of witness statements. These requirements include the following:

(a) If a witness objects to a copy of their statement being used, they must be informed that they may be subpoenaed if enforcement action is taken.

(b) If a witness does not object, a copy of the statement should be requested from the NTSB IIC on NTSB investigated accidents. For delegated investigations, the original statement will be forwarded to the NTSB with the accident report and a copy retained for enforcement purposes, as required.

**NOTE: If NTSB forms are accepted for use as witness statements, remove all NTSB references on the form before using the statement for enforcement purposes.**

(2) For further guidance on witness statements, see FAA Order 8020.11.

*H. Progress Reports.* Progress reports to AAI-100 will be done in accordance with FAA Order 8020.11.

*I. On-Site Survey.* During the time spent at the accident site there should be a continual gathering of facts by all involved inspectors. The IIC should be continually evalu-

ating this evidence for possible consideration as a contributing factor.

(1) Some evidence to be considered includes the following:

(a) Missing extremities such as wing or stabilizer tips, vertical stabilizer tip, propeller or rotor tips;

(b) Missing flight control surfaces such as rudder, elevators, ailerons, flaps, stabilizers, spoilers, slats, and tabs;

(c) Missing structure;

(d) Pre-impact versus post-crash fire evidence;

(e) Metal fatigue versus instantaneous breaks;

(f) In-flight versus impact breaks;

(g) Positive versus negative G-forces;

(h) Overloading or out of center-of-gravity evidence;

(i) Evidence of aircraft attitude at impact;

(j) Controlled versus uncontrolled attitude at impact;

(k) Engine power at impact;

(l) Systems operation prior to impact;

(m) Evidence of G-force at impact;

(n) Post-crash flight control positions;

(o) Cockpit documentation;

(p) Evidence of impact before final terrain contact, such as damage to trees, wires, buildings, terrain, poles, or obstructions;

(q) Witness statements; and

(r) Fuel contamination or exhaustion.

(2) NTSB probable cause statistics show that a high percentage of accidents are caused by human error. Therefore the IIC must consider other elements that could have contributed to the cause of the accident. The following is a partial list of areas of consideration:

(a) Possible fatigue factors;

(b) Crew qualifications;

(c) Medical factors;

(d) Peer group pressures;

(e) Over extension of capabilities; and

(f) Drug and/or alcohol usage.

**13. AIRCRAFT ACCIDENT REPORT PACKAGE.** For a complete explanation of responsibilities see FAA Order 8020.11.

**15. ACCIDENT/INCIDENT INFORMATION.** For release of information, see FAA Order 8020.11.

**17. POST ON-SITE INVESTIGATION ACTIVITIES.**

The IIC's responsibilities do not end with the conclusion of the on-site investigation. Some of the activities necessary after completion of the on-site investigation might include the following:

A. Testing and tear-down of aircraft components and parts in accordance with the manufacturer's manuals;

B. Comparing the aircraft's certificated performance with the performance under the conditions existing at the time of the accident. Simulator or actual flight tests may be required;

C. Reviewing all relevant certification standards (aircraft, airmen, carriers, airport facilities, schools, repair stations, etc.) for factors that may have contributed to the accident;

D. Documenting the pilot's flying background, experience, training, medical history, and certification;

E. Documenting the pilot's preparation and execution of the flight. This could entail contacting the FSS, the tower and Air Traffic Center facilities involved, and obtaining final transcripts of all recorded communications, as required;

F. Documenting all pertinent weather data, such as pilot briefings, forecast weather, actual weather, Pilot Weather

Report (PIREP), Significant Meteorological Information (SIGMET), etc.; and

G. Submitting safety proposals in the form of accident prevention recommendations.

**19. VIOLATIONS.** If, at any time during the investigation, facts are revealed that indicate a violation of the 14 CFR the, IIC should follow the procedures in volume 2, chapter 213, Conduct a Violation Investigation.

**21. DOWNGRADING AN ACCIDENT TO AN INCIDENT.** If a determination is made that the accident should be downgraded to incident status, the IIC will accomplish the following:

A. Notify the appropriate FSS that the accident has been downgraded to incident status;

B. When the downgrade is subsequent to issuance of the NTSB Form 6120.19A, notify AFS-620 and the NTSB by sending both offices a copy of the original NTSB Form 6120.19A with the word "Downgraded" written across the form; and

C. Follow the procedures outlined in volume 2, chapter 212, Conduct an Incident Investigation.

**23. ACCIDENT INVESTIGATION RECORDS DISPOSAL.** Accident investigation records shall be disposed of in accordance with FAA Order 8020.11.

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## SECTION 2. PROCEDURES

### 1. PREREQUISITES AND COORDINATION REQUIREMENTS.

#### A. Prerequisites:

- Knowledge of the regulatory requirements of 14 CFR
- Successful completion of Airworthiness Inspector's Indoctrination Course for General Aviation and Air Carrier Inspections, or previous equivalent

*B. Coordination.* This task requires coordination with unit supervisors, the Regional Operations Center (ROC), the appropriate Flight Service Station (FSS), and the National Transportation Safety Board (NTSB) Investigator-In-Charge (IIC), as applicable.

### 3. REFERENCES, FORMS, AND JOB AIDS.

#### A. References (current edition):

- Office Procedures/Policy Manual
- Federal Aviation Administration (FAA) Order 1200.23, Public Availability of Information
- FAA Order 2150.3, Compliance and Enforcement
- FAA Order 8020.11, Aircraft Accident and Incident Notification, Investigation, and Reporting
- FAA Order 8300.10, volume 2, chapters 210, Introduction to Conducting Accident and Incident Investigations, Processing a Violation Package, and Responding to a Complaint, and 212, Conduct an Incident Investigation, and 213, Conduct a Violation Investigation

*B. Forms.* See FAA Order 8020.11, appendix 1, for complete listing.

*C. Job Aids.* None.

### 5. PROCEDURES.

#### A. Receive Initial Notification.

(1) Record the initial accident information.

(a) If notification is made by the FSS, verify that they have enough information to initiate an FAA Form 8020-9, Aircraft Accident/Incident Preliminary Notice.

(b) If notification is made by an operator, call the FSS and give them the information required to initiate an FAA Form 8020-9.

(c) If notification is made by ROC, call the FSS and give them the information required to initiate an FAA Form 8020-9.

(2) Determine the type of accident, such as the following:

- Air carrier
- Agricultural
- Military

(3) Ensure that the FSS initiates FAA Form 8020-9.

(4) Notify the ROC to contact the appropriate personnel and agencies as required by the category of accident.

(5) If the NTSB conducts the investigation, respond to the type of investigation as determined by the NTSB, to include the following:

(a) Initiate the preparation of the FAA effort.

(b) Determine FAA responsibility in accordance with office policy.

(6) If the investigation is delegated to the FAA, contact the appropriate office personnel according to office policy and request the following:

(a) Assignment of FAA IIC; and

(b) Determination of whether the investigation will be accepted as a delegated investigation as follows:

- If accepted, initiate the organization of investigation effort
- If not accepted, initiate the effort to determine the FAA responsibility

#### B. Initiate Organization of Investigation.

(1) If the accident involves an Air Traffic Center, the IIC should request the following information, as required:

- (a) Flight progress strips;
- (b) Air traffic center (ATC) tapes;
- (c) Radar printouts; and
- (d) Weather information.

(2) Determine what specialties will be required based on the initial accident information submitted (e.g., operations, airworthiness, avionics, aviation medical examiner (AME), coroner, pathologist, etc.).

(3) Request technical support from the Flight Standards District Office (FSDO) manager or the appropriate

office representative according to office policy and procedures.

(4) Brief all participants on their responsibilities and the preliminary accident information.

(5) Designate an office coordinator at the FSDO in accordance with the office procedures/policy manual.

(6) Contact the nearest local law enforcement agency and/or airport security to:

(a) Provide accident site security until the arrival of FAA or NTSB personnel.

(b) Ensure that rescue operations have been initiated.

- If rescue operations have not been initiated, take the necessary steps to begin rescue operations, if necessary
- Determine if specialized personnel and/or equipment are required to begin or continue rescue operations

(7) Obtain the accident investigation kit from the FSDO and proceed to the accident site.

*C. Perform Preliminary On-Site Investigation (FAA Delegated Inspection).*

**NOTE: The IIC must ensure that sufficient data is gathered to complete all applicable NTSB supplemental forms.**

(1) Determine if the accident site is safe for performance of investigation procedures.

(a) If it has been determined that the aircraft accident site is not safe for the preliminary investigation, contact the appropriate state, local, or federal authorities for assistance in controlling the hazard.

(b) If it has been determined that the aircraft accident site is safe for the investigation procedures, continue with preliminary investigation.

(2) Ensure accident site security has been properly established.

(3) Conduct an on-site briefing of participants, to include the following:

(a) Assigning responsibilities to each of the participants (e.g., photographic, witness statements, etc.);

(b) Assigning a time and place to meet after the preliminary investigation has been completed; and

(c) Passing out any forms, instructions, or other material necessary for participants to accomplish their assigned duties.

(4) Determine the circumstances and factors surrounding the condition of personnel aboard aircraft, to include possible medical laboratory analysis, such as the following:

(a) Passengers - toxicity; and

(b) Crewmembers - drugs, alcohol, etc.

(5) Determine the status of fatalities and injured, if applicable, to include the following:

(a) Who the medical personnel working at the accident site are/were;

(b) Where injured were taken; and

(c) Where remains have been taken and if autopsies are required. If autopsies are required:

- Make necessary arrangements
- Provide toxicology kit for crewmember autopsies

(6) Determine if mechanical laboratory analysis may be needed and how specimens will be obtained and transported, to include the following:

- Fuel samples
- Oil samples
- Metallurgy tests

(7) Ensure that the Emergency Locator Transmitter (ELT) has been deactivated.

(8) Ensure that Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR) have been deactivated, if applicable.

(9) Obtain the aircraft type, model, N-number, and serial number.

(10) Ensure that personal items have been tagged and secured.

(11) Obtain any eyewitness and survivor statements, to include the following:

(a) Securing copies of statements made prior to the inspectors arrival; and

(b) Recording the names, addresses, and phone numbers of any eyewitnesses, survivors, relatives, etc., as applicable.

(12) Determine the type of cargo, such as the following:

(a) Hazardous materials;

(b) Passenger baggage;

(c) Livestock; and

(d) General cargo.



(13) If a fire was involved, determine how the fire was started.

(14) Obtain all of the required weather information.

(15) Assess the topographical features of the accident site, such as the following:

- Visible damage path
- Actual location of wreckage
- Obstructions

(16) Determine if engineering assistance is required.

(17) Photograph the wreckage and any area associated with the accident to obtain an overall view of the site.

(18) Prepare a wreckage distribution diagram which includes, if appropriate, body distribution.

(19) Secure the aircraft records and pilot logbooks, if available.

#### *D. Perform Wreckage Investigation.*

(1) Record external flight control positions (e.g., rudder, elevators, ailerons, flaps, slats, spoilers, stabilizers, tabs, etc.). Tag any parts as necessary.

(2) Record all of the data from the cockpit flight control indicators.

(3) Document the cockpit instrument readings.

(4) Document the condition of cabin/cockpit area.

(5) Document the burn pattern, if applicable.

(6) Identify and document any structural failures and missing components.

(7) Determine and record the amount of remaining fuel.

(8) Obtain fuel, oil, and hydraulic fluid samples, as required.

#### *E. Conclude Field Phase Investigation.*

(1) Use NTSB Form 6120.15, Release of Aircraft Wreckage and/or Parts, to release the wreckage to the owner or the owner's designated representative.

(2) Use FAA Form 8020-2, Aircraft/Part Identification and Release Tag, to release the wreckage if the occurrence has been downgraded to an incident.

(3) Review the witness statements to determine if the following is required:

- (a) Re-interviewing of important witnesses.
- (b) Acquiring additional witness statements.

(4) Obtain preliminary findings of pathologist, coroner, or medical examiner, including crash injury information, as applicable.

(5) Obtain preliminary toxicology results by calling the FAA/Civil Aeromedical Institute (C.A.M.I.) laboratory.

(6) Interview injured occupants, if applicable.

**NOTE: Consent of the treating physician may be required.**

(7) Obtain injury status of all surviving aircraft occupants, if applicable.

(8) Request copies of the activity logs and investigative reports of involved law enforcement agencies, fire fighting, rescue services, and search and rescue organizations, as applicable.

(9) Obtain and review copies of pertinent newspaper photographs and other media recordings, to check for items that may require follow-up.

(10) Obtain appropriate local maps (city, airport, topographical, aeronautical, etc.) and/or aerial photographs.

(11) Obtain data or information from the pilot's last departure point or home base (aircraft loading, refueling, maintenance, pilot's intent, etc.).

(12) Review the NTSB Accident Form 6120.4 and all applicable report supplements to ensure that all locally available data is documented or requested. This applies especially to the following:

(a) Pilot training, certification, experience, background, medical condition, etc.;

(b) Aircraft registration, airworthiness certificates, aircraft records, etc.;

(c) Air Traffic Center communications, flight tracking radar plots, etc.;

(d) Weather information;

(e) Airport conditions at the time of accident; and

(f) Condition of pertinent Navigational Aids (NAVAID), Instrument Landing System (ILS), etc.

(13) Invite appropriate participants to observe the teardown or testing of retained parts and to participate in other follow-up activities, as applicable.

(14) Confirm any agreements made to forward copies of specified documents, records, and manuals directly to the IIC.

(15) Obtain the necessary information and documentation needed to fulfill all of the FAA financial obligations, to include the following:

- (a) Guard services;

- (b) Assistance from hired personnel;
- (c) Rental equipment; and
- (d) Storage and transport of wreckage.

(16) Inform the FSDO of the status of the investigation, to include the following:

- (a) Current findings;
- (b) Additional required tasks; and
- (c) Estimated time of return to the FSDO or next destination.

(17) For delegated accidents complete NTSB Form 6120.19A within five working days from the date of the accident. Distribute the report as follows:

- (a) Original to delegating NTSB Field Office; and
- (b) Copy to AFS-620.

(18) For NTSB conducted investigations, obtain a completed copy of NTSB Form 6120-19A from the NTSB IIC and forward the form to the AFS-620.

(19) Debrief all FAA participants prior to their departure from the accident site.

## 7. TASK OUTCOMES.

### A. *File PTRS Data Sheet.*

### B. Completion of this task will result in the following:

(1) If the accident investigation was conducted by the NTSB, completion of the reports requested by the NTSB group chairman.

(2) If the accident investigation was delegated to the FAA, completion of NTSB Form 6120-4 and required supplements. Do not release the report until all FAA deficiencies uncovered in the investigation have been reviewed and comments made by the appropriate manager.

(3) A letter that includes recommendations for accident prevention. Distribution should be in accordance with FAA Order 8020.11, as applicable.

(4) A completed FAA Form 8020-16.

(5) An assembled and submitted accident investigation report package, per FAA Order 8020.11.

(6) Distribution of the accident reports in accordance with FAA Order 8020.11.

(7) Submittance of a Malfunction or Defect (M or D) Report, or a Service Difficulty Report (SDR), if the accident is determined to be maintenance or service related.

C. *Document the Task.* Place a copy of all aircraft accident investigation related material in the appropriate FSDO file.